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<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

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BUICK CLUB

3825 S. SECOND ST., SPRINGFIELD, ILLINOIS 62703

September 1, 1983

Dear Members,

Summer is coming to a close and so is the season for our cars. It will be time to put our Buicks to bed for the winter in the next few weeks. It has been a very enjoyable summer for my family and I as we have had the pleasure of meeting even more of the club members this year. The Nationals at Columbus, other than Bruce's Long Speech, was a fantastic event. I know all that attended enjoyed it. A special congratulations to Ray Lawson #16 for his First Place win with his 90L. The liquor bottles displayed on his seat was the finishing touch. It almost tempted you to get in the back seat and have a taste.

Our own '83 Nationals was also a great success other than the attendance was not what we expected. In spite of low attendance we all had a very good time. We had members from several states attend. Next year we are planning on holding the meet at Cedar Point Resort, Sandusky, Ohio. This is the location of the B.C.A. National in '81. It is a beautiful location and we hope a large number of members will attend....Details will follow in the next few months. I would also like to give special thanks to the two members that put our show together and made it the success that it was. John Steed #132 and Doug Becker #96 were the guys that made our meet possible. It was unfortunate that the Bell Strike fell on the same week-end as our meet as John is in management and had to work the week-end of our meet. He was able to attend the Banquet Saturday night and were thankful for that. He assures me there won't be a strike for another three years, so he'll be there next year for sure. I had hoped for the pictures to be ready for this issue, but so far no one has sent me any. Maybe next month...Also a special thank to Bob James #371 (from Canada) for his wit & humor as our M.C. Saturday night. We all appreciate Bob's help in making this, our first meet, an enjoyable one. Thanks to all the members who attended...I appreciate all your help and support to make to 37/38 Buick Club the success it is today. I will report more on our meet as the pictures become available next month.

I am now going to publish the Newsletter monthly until the end of the year so PLEASE start sending in your wants and needs, plus anything that might be of interest to the membership. As last year, the mail has almost come to a standstill during the summer. I was going to publish this issue three week ago, but the material was just not there to write, so please sit down and send me something. I would love to have some pictures of you and your cars. It's nice if you know what people look like...most people send me the pictures of their cars, but not of themselves. I haven't seen any of our members that were too ugly yet, so let's see some pictures.

It's been brought to my attention that some of the members (Bulk Mail) did not receive last month's Newsletter for over four weeks after it was mailed from Springfield. You might give that some consideration when renewing for next year. First Class Mail does cost an extra \$6.00 per year, but you get your mail in two days.

I just received the financial statement on the National meet from John Steed and the Total loss to the Club was \$161.47. This loss would have been a gain for the Club if only a few more members had attended. We're not interested in making money, but we don't like to see losses either. Please try to attend next year and support our Club. Remember this Club is for you....Thanks and I'll talk to you next month.

Dave



BUICK CLUB

3825 SOUTH SECOND STREET...SPRINGFIELD, ILLINOIS 62703

BUICK CLUB RULES & REGULATIONS 1983 EFFECTIVE 1-1-83 POLICYS

A INDIVIDUAL MEMBERSHIPS

You must be the proud owner of any model 37/38 Buick or in the pursuit of..

You must understand that the sole purpose of this Club is to preserve and to maintain these fine cars.

You must participate in some form during the course of your membership.

You must treat your fellow members as "Hobbiest" rather than use the Club For Profit

CLUB POLICY....

All members are entitled to "Free" Advertising to fellow members with exception of "Commercial Vendors" who must pay Commercial Rates.

The Editor reserves the right to refuse Advertising to any Commercial Vendor that engages in Un-Ethical Practices or Advertises Goods that are not up to Claims.

B NON-MEMBER ADVERTISING

Non-Members will be allowed Advertising Free for the purposes of Selling Parts or Cars that are 37/38 Buicks.

C NEW POLICYS 1983

The Newsletter will be published Nine times per year instead of twelve. It will be Bi-Monthly thru the six months of summer

Volume #1 Issue #10 will be the final issue for 1982.

The above changes were voted on by the majority of the members to be effective February 1, 1983.

D DUES & POSTAGE RATES

Annual Dues, United States, Bulk Rate Postage.....\$20.00
Annual Dues, United States, First Class Postage...\$26.00
Annual Dues, Canada, First Class Only.....\$26.00
Annual Dues Foreign Countries, First Class Air....\$45.00

Fiscal Year of Club..February 1 thru End of January

All Memberships expire on January 30 each year.

Membership Fees will not be prorated at any time.....

E COMMERCIAL ADVERTISING RATES

Full Page..\$35.00 Half Page...\$20.00 Quarter Page....\$10.00 Business Card...\$7.50

PROUD 1938 OWNER

FIRST IN CLASS...1983 BUICK NATIONALS..COLUMBUS, OHIO

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MEMBERS PLEASE NOTE...I RECENTLY SOLD THE REMAINING STOCK OF 37/38 BUICK FRONT FLOOR MATS AND ALL FUTURE RIGHTS TO THEM TO BOBS AUTOMOBILIA. THERE ARE VERY FEW LEFT AND I DO NOT KNOW IF BOB WILL MAKE THEM AGAIN OR NOT. IF YOU ARE IN NEED OF A MAT FOR YOUR BUICK I WOULD SUGGEST YOU CONTACT BOB IN THE VERY NEAR FUTURE 'AS I WILL NO LONGER HAVE THEM AVAILABLE.

DAVE LEWIS

Below is a re-print from the Toronto Sun Submitted By RON KNOX #365 Describing the Movie that his 1937 BUICK will appear in This year. Photos on Following page.....

Porky's bacon puts Christmas on Clark's tree

BRUCE
KIRKLAND



The Toronto Sun, Wednesday July 20, 1983 ●●●

FROM SEX TO SENTIMENT, RIDICULOUS TO SUBLIME: The *Porky's* sequel, *Porky's II: The Next Day*, may be director Bob Clark's current claim to fame, but the real buzz is about his other movie, *A Christmas Story*. The word is out that he has concocted a tiny perfect masterpiece.

The story is about a kid during the Great Depression who longs to get a Red Ryder air rifle for Christmas, over the protestations of everyone from Mom to Santa Claus.

Peter Billingsley stars as the kid with Darren McGavin and Melinda Dillon in co-starring roles.

A Christmas Story was filmed in Toronto and Cleveland over the winter. A November release — tied into Christmas, naturally — is planned. The movie is being touted by insiders as a delicate, beautiful, highly personal piece of work — in stark contrast to the *Porky's* romps.

Ironically, Clark told me, *A Christmas Story* owes its existence to *Porky's*. "It would never have been done without *Porky's*."

MGM/UA agreed to bankroll the film when *Porky's* earnings soared for 20th Century-Fox, to more than \$150 million. That made it 25th on the all-time money-making list — and number 1 for a Canadian-made movie.

The catch was that he had to do another MGM/UA flick, *Turn Left Or Die*. Rumor has it now that *Turn Left Or Die* may never be made, although, officially, the project is still on. Clark's production people expect to launch into something else for MGM/UA if *Turn Left* turns wrong.

Meanwhile, the grosses on *Porky's II: The Next Day*, have climbed to a healthy \$26.1 million. That's not as impressive as the original's record-setting pace. But, nobody's crying.



A CHRISTMAS STORY — Darren McGavin with Melinda Dillon and Peter Billingsley stars as the kid.

And Clark is celebrating getting the chance of a lifetime, especially with a deal to do two more movies for Fox, too: "I'm getting pretty much to do what I want to do. I can't complain. I'm doing serious material. *A Christmas Story* is a very affectionate comedy ... I did it in a surreal style with a bittersweet edge.

"There is sentiment in the film but very little sentimentality. What more could an artist possibly ask for — but the choice to do what he wants? Success does that!

"Of course, the trap is there. I'm almost certain to have another blockbuster (with *Porky's II*). That would be two in a row. *A Christmas Story* could be just a puff of steam."

...

STORY SUBMITTED BY RON KNOX #365

BUICKS & THE MOVIES....

PROUD 1937 OWNER



Dear Dave,

Enclosed are some photos taken in Toronto During the filming of the movie called "A Christmas Story" made for MGM, to be released, I believe, in the Christmas Season of 1983.

The Story is about a boy in the early 1940's who wants a B.B. Gun for Christmas and stars Darren McGavin. Unfortunately, he wasn't in the scenes that the car was involved in and so we didn't get to meet him. (See Newspaper Clipping)

I received a call in February from a chap up here who does old car restorations (Specializing in '37 Buicks) and also acts as an agent with local film companies in obtaining any old vehicles required. They wanted the car on location the next day and we spent the next three days filming (the coldest of the winter!) They treated us very well indeed, excellent meals, etc.; however, after the first few hours of watching them, it gets very boring with nothing to do but stand and wait until they need you to move the cars. You must always be on hand. Scenes were filmed time and again from many angles until they get what they want.

The money received for the movies is being put into rebuilding the engine on my Buick. It is because of this that I haven't had the car running all summer, but look forward to having it return for the fall season. Keep up the good work on the Club; we really appreciate your efforts up here. Thanks,

Ron Knox #365
Ontario, Canada



My Son during a Break..Notice Fake Indiana Plates...

Dear Dave,

Enclosed is pictures of British Bodied 1938 Buick. Hope you can use them in the Newsletter. This Buick was seen by a friend. He took only these two pictures. The owner was not available at the time, it would appear he has had it for many years. At the time of the pictures the car was having some re-chroming done as well as a new Top.

I prefer the "Fisher" Bodied Buicks. A friend with a 38-61 told me he has a friend with a 38-66C. A couple of weeks ago I received a picture of a 38-46C in the mail. This car is in the Lausvoal area, I do not know where. I've heard of one other 38-46C so it would appear they were not to rare here at one time. Open Buicks were very popular out here, not only 38 models, it surprises me how many have in fact survived. If one considers the size this market was many years ago it would ring true, "When Better Automobiles are Built, Buick Will Build Them". More old Buicks surface regularly. Not enough 38 models, though I've heard of several 37 Buicks. If I get pictures. I'll send them to you.

J.A. Haggland #299
Cape. R.S. Africa



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CAR WANTED....1938 BUICK CENTURY CONVERTABLE COUPE. WANT GOOD RESTORABLE CAR...CASH PAID...

JOE GIORDANO #333...131 N. STEWART RD....LIBERTY, MO. 64068...816-781-5570

BILL PEARSON #328...1937 SERIES 41 SPECIAL...

The story that follows is a reprint of a story ran in Bills local Newspaper, the Tualatin Times, August 11, 1983. Story Written by Margaret Cervenka Of the Times.

TUALATIN- The first car Bill Pearson ever owned was a 1931 Model A Roadster that his parents gave him as a high school graduation gift.

The auto had no top- just a bubble that had once been the nosepiece of a B-29 Bomber. Pearson, now 54, recalls that he made the mistake of leaving the bubble off the car when he took his steady, Joan, to the senior class picnic. It poured, and the two got soaked.

Thirty six years later, the Tualatin resident retains two passions from those teenage years. He still loves Joan, who is now his wife, and he still loves old cars.

"I've always liked old cars-I don't know why," said Pearson, president of Distributor Supply Co. of Tualatin. "I guess everyone has a hobby. It's hard to put your finger on it."

Visitors to this years Tualatin Crawfish Festival will have the chance to view Pearson's prize automobile. A 1937 Buick that it's owner affectionately call "Old Blue". The car will be among 55 to 70 antique and classic automobiles on display in the Rotary Vintage Car Show, sponsored by the Tualatin and Tigard Rotary clubs.

The car show will run from 10 a.m. to dusk. Admission is \$3 for adults, \$2 for senior citizens and \$1 for children 6 to 16. Children under 6 will be admitted free of charge.

Pearson purchased Old Blue for \$1,000 in 1974 from a friend of a friend. Once owned by Ted Saarinen, the father of former Tualatin City Administrator Yvonne Addington, the car was in need of a little work, Pearson recalled. "When I first got it, I was in the garage every night," he said. Pearson pulled off the old chrome and windshield and had them replaced, put in new rubber molding, removed the dashboard for a wood grain replacement and generally "Spiffed the car up."

Pearson figures that, in it's present condition, the Buick is probably worth \$3,500 and could be worth up to \$8,000 if it were re-painted, re-upholstered and put in first class condition. The increasing value of vintage cars is just one benefit that owners receive.

Pearson clearly enjoys taking the Buick for a spin to the grocery store or on short trips, when Old Blue draws plenty of attention. "One time a couple of gals pulled beside me in a '68 Jaguar and said, "What kind of car is that? It sure is cute," Pearson recalled proudly. Another time, a man in a shiny new Cadillac, who spotted Pearson and his car in the parking lot of the Thriftway store, offered to trade him "even up".

Every year, the Pearsons drive Old Blue on a tour of local wineries with friends who also own vintage cars, including a 1941 Oldsmobile Club Coupe and a 1936 Chevy Pickup. People turn around and smile when they see the caravan, Joan said. Having known her husband since the days of the Model A Roadster, Joan is very much accustomed to his love for cars. "When we went to high school dances, you'd dance by someone and the guy would say, 'How's your carburetor?'" Pearson remembered with a chuckle. "Yeah- Fun date," Joan muttered facetiously. Pearsons passion apparently has rubbed off on Joan, who said she now shares her husbands interest.

Although Pearson estimated that he has owned 32 cars since 1947, Old Blue is his only vintage model. When it comes to car styles, Pearson said his heart is firmly entrenched in the past. Todays streamlined cars are "Chopped to the point that they took most of the style away," Pearson complained. Give him a car with running boards, imaginative hood ornaments, parking lights mounted like tiny torpedoes on oversized fenders. "In the early '50s, when the cars had big fins- there was character in car styles," Pearson said.

Thanks Bill, an interesting story. I wish all the members could have seen the 8"X12" Photo that was on the Front Page of your Newspaper

Dave

Dear Dave,

I received my latest newsletter today, so thought I'd better write to you rather than put it off until next month.

My Buick is a 1937 Model 41. I bought it in 1967 for \$150.00. It was in good condition, but needed a valve job. After an overhaul the car was used less than 5,000 miles over the next 11 years. One of the insert rod bearings that were installed in '67 spun in may of '78. From then until 1981, the car sat in my garage. A friend volunteered to help me get it running, so the engine came out and was dis-assembled. Imagine every problem that could go wrong when rebuilding an engine...it probably happened to us in the last two years. Parts not available, parts wrong, machine work sloppy, main bearing caps would not allow the crank to turn and on and on..I was about ready to junk the Straight Eight and start from scratch! We finally got the engine assembled and got it ready to set in the car. Nobody told us that the Flywheel can't be put on unless the Rear Main Cap is removed. I think a '37 Buick Oil Pan 32 bolts in it..The whole pan had to come back off, the main cap removed and install the flywheel. After everything was put back together..the engine finally went back in. Our "Quick Engine Rebuild", took two years! All that remains to be done is the installation of the bolt on parts, and I've also got a new wiring harness to install. I checked the brakes after it's been sitting..they go all the way to the floor. I hope a brake job takes less then two years !!

I really enjoy your efforts in publishing the Newsletter. I'll stop by next time I'm in the area for a visit. My wife's family lives in peoria which is fairly close to you.

Doug Wolford #168
Puyallup, Washington.

Dear Doug,

Sounds like you had the same problems the rest of us have experienced at one time or another since we started. You've got to admit it's well worth the effort when you hear the Ol Straight Eight Start up and Hum. Stop by when your in the area as I would like very much to meet you in person.

Dave

Dear Members...

Bob James #371 has written me with a super idea that all the members can join in and help one of our fellow members who has had an unfortunate accident. Last month I ran an article on Russ Malone (#396) who owns the 1938 Buick which was in a fire. Bob has come up with the idea of all of us sorting thru our parts bins and finding parts which we have duplicates of and can donate to Russ to help him put this Car back on the Road. Although we would have to limit this type of project to the members who have experienced similar problems, I think this is one way we can repay some of our debts to others that have helped us in the past. Thats what this Club is all about...Helping Others Bob has written Russ and his Wife to see if they are interested in our help and if they are we could get someone to provide us with a list of needed items so we would not be sending them duplicate items. Possibly Russ could keep me informed monthly on what he has received and from whom..and then I'll publish that information and a list on other parts they need. I am sure we could provide all the necessary parts to rebuild the interior with no problem as a lot of us have extra interior parts we could donate. First of all we need to hear from Russ and his wife and if they are interested we will proceed. If not..It was an awfully generous offer on the part of Bob James..Thanks Bob.

Dave



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Fully Restored 1937 Buick Century Two Door Sedan with Sidemounts.....All the Upgrade Tricks done to the engine. Later 3:60 to 1 Rear End. New Plastics, Paint, Chrome, Rubber Parts, Wide Whites. Full Mechanical Restoration. Bengal Brown Lacquer and All New Wiring Harness.

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Redlands, CA 92373
714-792-5355

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Lafayette, CA 94549
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CARS FOR SALE



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Dark Blue with original Interior. New Front Floor Mat. Motor Completely Rebuilt 1000 miles ago. Also has many extra parts including extra Transmission. See September 82 Buick Bugle on Page #7..

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Richard Buteay #15, 538 Todd Loop, Los Alamos, N.M. 87544...505-672-9057



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CONTACT....Ken Liska, (OHIO) 216-331-5393 After 6:00 P.M. EST.....

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312-946-2856 Evenings



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Don Gust #43
Rt #1, Box 161
Beecher, Ill 60401

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Aubrey Lent
139 Bombay Ave
Downsview,
Ontario M3H 1C5
416-633-9180

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Front License Plate Holder
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2-W/S Wiper Transmissions
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Mike Eagleson
73 Douglas Road
Glen Ridge, N.J. 07028

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Gene Allen #165
1011 University
Helena, MT 59601
406-443-6475

Wanted...

Headlight Lens (2)
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Bill Hudson, 3426 Forest Circle,
Paducah, KY 42001, 502-443-8583

Wanted for 1939-46S...

Both Sidemount Covers
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Ron Weatherby
1425 Hale
Corcoran, CA 93212

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All Parts & Chrome must Be Good....

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428 W. Fern Ave.
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- 38-16" Wheel, one only \$35
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- 37/38 Radios, Non-Working ? \$110 ea.
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- 38 Grills \$30 to \$60 Pr.
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- 37 Steering Wheel, Plastic all there, but cracked \$55
- 38 Steering Wheel, Plastic all there, but some cracks, Brown, \$60
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- 37/38 Headlight Lens \$18 ea.
- 37/38 Brake & Clutch Pedal Pads \$4 pr.
- 37 W/S Wiper Transmissions N.O.S. \$110 pr.
- 38 W/S Wiper Transmissions N.O.S. \$110 pr.
- 37 Cigar Lighter \$25
- 38 Cigar Lighter \$25
- 38 Steering Wheel (Found in Body Shop), Almost N.O.S. \$220
- 37 & 38 40 Ser. Radiators \$60 ea.
- 37 & 38 Hoods, 40-60-80 Ser. \$40 to \$80 pr.

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- 2-Dash Ash Trays \$6 ea.
- 2-Tail Light Bases, No Lens \$5 ea.
- 2- Park Lights, No Lens \$25 ea.
- 2-Horns \$15 ea.
- 2-Hood Sides, with Louvers \$30 ea.
- 1-Bumper, Needs Straightened \$15
- 3-Bumperettes \$6 ea.
- Brake & Clutch Pedal Ass. \$15
- 2-Trunk Hinges, Need Plating \$10 pr.

Lloyd Botham
Box 911
Almonte, Ontario
Canada KOA 1A0

ALL PRICES PLUS SHIPPING

-- f----- f----- f-----

1937 CENTURY PARTS....

- Nose Skeleton, Good Cond \$50
- Pair of Welld Fenders, Poor Cond. \$100 ea
- Radiator, Very Good Condition \$65
- Hood Ornament, Slight Pitts \$25
- Belt Line Trim, 2-Door Sedan \$10 ea.

Harold Peterson #12
102 Grove Street
Alma, MI 48801
517-463-5072

----- f----- f-----

PARTS FOR SALE

1937 SERIES 41 PARTS CAR
Many Good Solid Parts For Sale

1938 Parts..

1-Front Bumper, no guards \$20

1-Battery Box \$20

1937 Parts..

1-Coupe Leaf Spring

I would be interested in trading for
a Deluxe Heater,...

Keith Ladderund #163

29033-220th Pl SE

Kent, WA 98031

1937 Parts.....

Rear Trunk Ornament Light with Lens \$35

Same as above, less Lens \$15

1-Radio Grill, Fair Chrome \$10

1-Rear Tail Light Lens & Metal Frame \$10

2-Headlights converted to Seal Beams and
the Parts to change back to Stock \$80 pr.

Mike Eagleson #397

73 Douglas Road

Glen Ridge, N.J. 07028

201-748-3216, Evenings

37/38 Parts.....

37 Trunk Lid, Sandblasted \$50 (41 ser)

37 Front Doors, Sandblasted \$75 set (41 Ser)

37 Trunk Lid Hold Open Hindge \$5

37 Floor Board Trans Cover (41 Ser) \$5

37 Emergency Brake Handle \$5

38-60 R/Side Splash Pan \$15(engine)

38 Floor Board Trans Cover (60 Ser) \$5

38 Licence Plate Lens & Cover (2) \$5

38 Rear View Mirror (Sedan) \$5

38 R/S Tail Light (No Lens) \$10

38 Spare Tire Bracket \$5

38 Glove Box Door \$5

38 Firewall Vent \$5

38 Buick Trunk Lid Emblem \$7.50

38 Emergency Brake Handle \$5

38 Rear Gravel Shield \$10

38 Running Board Molding, 40 ser. \$20

38 Running Board Brackets 40-60 ser \$25 set

38 Front Bumper 40-60 ser \$40

NEXT COLUMN.....

From last column....

38 Brake & Clutch Pedals, Sandblasted &

new Bushings, 60 series \$25 set

38 Rear Bumper Brkts 40-60 ser. \$20 set

38 Dome Light & Lens \$10

38 Dome Lens only \$5

38 Hood Hold Open Brkts. \$5 set

38 Dash Ash Trays \$10 set

38 Side Panels for Limited, less Louvers \$30 set

38 Side Panels for Century \$45 set

38 Nose Skelton \$45

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David Bylsma

7895 Huguenot Court

Severn, MD 21144

301-551-3189 Evenings

No Collect Calls

1937 and 1938..LARGE SERIES ..

Center Exhaust Manifold...New Reproduction \$160

1938 & Some 1937 Oval Bumper Bolts, New Repro.,
Stainless Steel. Correct Shape to Fit in Bumper
These bolts are \$7.50 ea.

All Parts 100% Guaranteed, Shipped Via Parcel
Post.

E.A. DePouli #310

119 Hardenburgh Ave

Demarest, N.J. 07627

New G.M. Sidemount Locks, not the Original Style,
But Will Work....\$50 pair With Advance Payment.

Jack Corliss #279

8735 Lyndora #A

Downey, CA 90242

Engineering Information For Factory

Not Bound....\$15

1938 Buick Centerline Radio Book...\$8

1938 Parts Substitution List,

Great For Swap Meets...\$2

All Three for \$22.50 P.P.

Paul Cusano #52, 266 Passaic Ave

Hasbrouck Heights, N.J. 07604

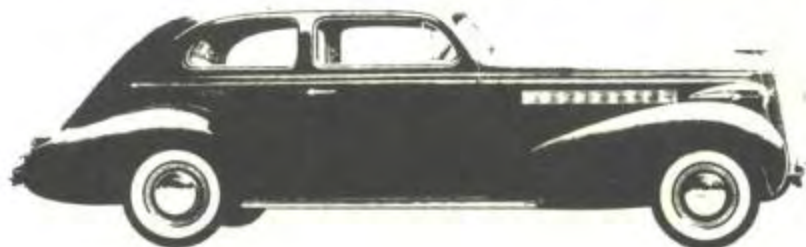
TOO LATE TO CLASSIFY

CAR WANTED.....

1938 BUICK CENTURY..FOUR DOOR CONVERTABLE
OR RUMBLE SEAT COUPE. WANT EXCELLENT ORIGINAL OR QUALITY RESTORATION. MIGHT BE INTERESTED IN BUYING CAR THAT IS IN PROGRESS OF RESTORATION IF GOOD CONDITION.

ED Hegarty
400 West Gertrude Ave.
Richmond, CA 94801
415-232-0197 10to12 noon

CAR WANTED...1937 BUICK MODEL 64 IN RESTORABLE CONDITION...PLEASE HELP ME FIND THIS CAR!!



LEE HOPKINS #13
P.O. BOX 246
BUHL, IDAHO 83316-0246



TIPS ON CARS FOR SALE..SUBMITTED BY DAVE KISSILEFF #207

There is a decent 1938 Special Fast Back Sedan at Blue Bell, PA. Route 73 & Pennlyn Pike. They are asking \$1,000.00

In Bridgeport, PA., Just off Rt. 202 a 1938 Trunk Back Four Door in Poor Condition for \$175.00

BUICK CLUB DISCOUNT OF 20% OFF

**PENN
BALL BEARING CO.**
3511 N. American St.
Phila., PA 19140



CALLS UP TO 4:30 P.M. SHIPPED SAME DAY
Telephone: GARfield 3-3105

BEARINGS

WE CARRY IN STOCK—

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AETNA
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A T B
AUBURN
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C J B
DODGE
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HOOVER
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MCGILL
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MEDART
NEW DEPARTURE
NICE
NORMA HOFFMAN

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POLLARD
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OIL SEALS

C/R, TROSTEL, NATIONAL, VICTOR, GARLOCK, GITS

Support Our ADVERTISERS

NOW *Beauty's* BUILT TO TAKE IT!



Study this bellwether Buick and you'll see why so many people say "It's Buick again!" Its valve-in-head straight-eight engine is powerful yet thrifty—and for beauty—just look at its Unisteel Turret Top Body by Fisher.

—and everything points to more comfort and luxury, too, in this glorified steel body

How do things look to you this spring?

To thousands of farmers things are apparently looking up. And they're certainly making the most of that—by treating their families to new General Motors cars—cars that have the Unisteel Turret Top Body by Fisher.

One look at the picture above and you'll have to admit they're doing the smart thing, all right. That Unisteel Body's a beauty.

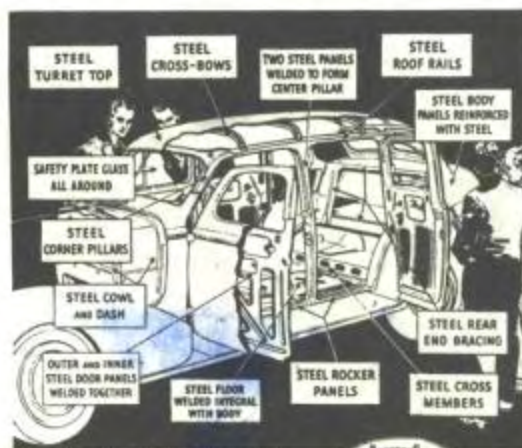
But this picture can't show you the new Unisteel construction—the reason this body can take the rough and tumble treatment a farm car gets.

That's hidden beneath its new streamlined sleekness—in the way all steel parts are fused into one inseparable unit.

Here is a steel body that is permanently substantial, im-

measurably more weave-proof, shock-proof and silent. Here, too, is a superabundance of comfort and luxury!

Door openings are conveniently larger. Interiors are more spacious. And every part of the Unisteel Body is insulated so that you're protected from extreme outside temperatures and traffic noise. So if you're thinking of getting a new car, you'll do well to remember that *only* General Motors cars have Unisteel Turret Top Body by Fisher.



The inside story of Unisteel construction

Only BODY by FISHER has all these Safety and Comfort Features:

1. Improved visibility, front and rear.
2. Streamline style—roominess for greater comfort.
3. Self-sealing floor—protects against exhaust fumes.
4. Improved No Draft Ventilation with Safety Plate Glass all around.
5. Giant luggage compartments "flowed" integral with body.
6. Wider seats and larger door openings.
7. Turret Top for extra safety and durability.
8. New two-way adjustable front seat.
9. Fisher interior styling—upholstery and fittings.
10. Unisteel construction throughout—with all the steel panels insulated against heat, cold and noise.

BOYS—\$80,000 in awards. Enroll in 1937 Guild Competition at nearest General Motors Dealer or write Fisher Body Craftsmen's Guild, Detroit.



THE UNISTEEL TURRET TOP BODY BY

ON GENERAL MOTORS CARS ONLY: CHEVROLET • PONTIAC • OLDSMOBILE • BUICK*

*On the most popular models

Fisher
LA SALLE • CADILLAC*

Support Our ADVERTISERS

BILL HIRSCH CO. 1937-1938 Parts. . .

- **Engine Paint** We carry a Full Line of Engine Enamels. Dark Green, High Gloss For 1937 and 1938 Buicks..... \$13.50 Qt.
- **Hub Caps** We handle the finest 1937 and 1938 Buick Hub Caps. These are the Highest Quality Available..... \$60.00 Ea.
- **Paints** High Quality, High Gloss Pure Nitrocellulose Lacquer, As the Original Buicks were Painted. All Colors Available. \$37 to \$44 Gal.
- **Trim Rings** We Handle one of the Finest 16" Wheel Trim Rings. High Quality SHOW CHROME, Satisfaction Guaranteed..... \$35.00 Ea.
- **Gas Tank Sealer** This Product is used to Seal the inside of Fuel Tanks after they are Boiled Out. Protects Inner Lining..... \$11.00 Qt.
- **Leathers** We handle the Finest Grade Leathers Available. Please send a Sample of your needs for price Quotes.....
- **Upholstery** We also handle a complete line of Convertable Top and Interior Upholstery and Carpets. Call for Samples & Quotes.....



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MEMBER #126



PHONE 201-642-2404

396 Littleton Ave Newark N.J. 07103-2

1983

MEMBERSHIP APPLICATION

1983

NAME _____
 ADDRESS _____
 CITY _____
 STATE _____ ZIP CODE _____
 HOME PHONE (A/C) _____
 OFFICE PHONE (A/C) _____
 RENEWAL _____ CLUB NUMBER _____
 NEW MEMBERSHIP _____

EXACT MODEL BUICK _____ BE SPECIFIC..
 YEAR BUICK _____
 COLOR _____
 CONDITION RATING _____ SCALE FROM ONE TO TEN, TEN IS LIKE NEW AND ONE IS A PARTS CAR.
 HOW LONG HAVE YOU OWNED YOUR BUICK _____
 DUES FOR 1983.....

BULK RATE POSTAGE.....\$20.00 per year
 FIRST CLASS POSTAGE....\$26.00 per year
 CANADA, FIRST CLASS....\$26.00 per year
 FOREIGN COUNTRIES,
 FIRST CLASS AIR ONLY...\$45.00 per year



A MEMBER SUPPORTED
NATIONAL BUICK CLUB

3825 S. SECOND ST., SPRINGFIELD, ILLINOIS 62703

NATIONAL BUICK CLUB

1938 - BUICK CHASSIS LUBRICATION - ALL SERIES - 1938



EVERY 1000 MILES

EVERY 2000 MILES

TWICE A YEAR (Spring and Fall)

at least every 10,000 miles. Initial with S.A.E. 90 Hypoid lubricant.

Capacity: Series 40-60.....	$\frac{3}{4}$ pt. or lb.
Series 80-90.....	1 $\frac{1}{2}$ pt. or lb.

BODY EVERY 1000 MILES

Blood Hinges and Catch Mechanism—Light machine oil.

Window Regulator—Lower window to fully opened position. Hold a piece of wire with one end touching the shaft at the gear end (inside of door). Apply a few drops of light machine oil to the wire and allow it to run down to the shaft.

Window Regulator Arm—Raise the window glass to the closed position. Using a squirt can, apply light machine oil along the upper edge of the ash channel on the inside for its entire length. This oil will flow down on the channel and lubricate channel, bucket and the regulator arm knob.

Windshield Wiper Shaft—Use light machine oil.

Door Hinge Pins—Use light machine oil.
Door Lock Belts—Use GM Door-Lose lubricant on curved side.
Use light machine oil on flat side.

Lack Cylinders—Lubricate with powdered staphlite.

Door Check—Use soft soap on rod. Use light machine oil on hinge pin.

Door Dovetail Bumpers and Striker Plate—Apply GM Door-East Lubricant to the metal shown.



A MEMBER SUPPORTED
NATIONAL BUICK CLUB

TECHNICAL TIPS

TECHNICAL TIP

Submitted By..Bob James #371

BUICK RADIATORS

Radiator Identification, Harrison Radiators

These numbers are on the upper tanks between the upper hose connection and the Filler Pipe. It will be helpful if you are having trouble identifying a Radiator.

1937-40 Series	#3107741
1937-60 Series	#3107739
1937-80-90 Series	#3107740

1938-40 Series	#3109321
1938-60 Series	#3109319
1938-80-90 Series	#3109320

Dear Dave,

I stopped by to see you at the Ohio Nationals, but I didn't seem to catch you when you were around your car. Maybe I'll catch you at the Nationals next year.

While at the Nationals a fellow gave me 4-38 Buick Shop Manuals (Reprints) to sell. He was to pick them up on Sunday morning, but my son became ill and we had to leave Saturday evening. Would you please run this letter in the newsletter in hopes the man is one of our members and reads it. I don't know what his name is and would like to return his books.

Thanks, Al McMichael #319

TECHNICAL TIP..SUBMITTED BY JAMES HULTMAN #247

KING PINS...While looking through my J.C. Whitney Catalog I ran across something which I thought might interest some of the members. In the August '83 Catalog they have King Pins listed for "Buick 34-56.-All Series" for \$11.98 each. I thought that was a good price after seeing other Ads in the Publications.

Support Our ADVERTISERS

DAVE LEWIS RESTORATION



Detailed Restoration And Parts For
All 1937 And 1938 Buick Automobiles

3825 South Second Street, Springfield, Illinois 62703
217-529-5290

FOR MOST AMERICAN MAKES, EXCEPT FORD
C. 1925-1955

LYNN STEELE REPRODUCTION RUBBER PARTS

A DIVISION OF
TOOL CRAFT DIE AND ENGINEERING

STEELE

ROUTE 1, BOX 71W DENVER, NC 28037
PHONE (704) 483-9343

BUICK, Series 40, 60, 80, 90, 1938

Rocker Arm Shaft Assembly, Series 40:

Rocker arms have marker bosses on side toward push rod end. Assemble rocker arms on shaft so that boss faces toward nearest rocker shaft bracket.

Rocker Arm Shaft Assembly, Series 60,

80, 90: Inlet rocker arms have marker boss on side near push rod end. Assemble inlet rocker arms with boss facing toward nearest rocker shaft bracket. Exhaust valve rocker arms are straight and do not have marker bosses.

Rocker Arms Shaft Brackets: Brackets are made of special aluminum alloy and expand considerably with increase in temperature. Design is such that they reduce valve clearance variation as result of changes in engine temperature. Engines may be lifted by hooks inserted under rocker shaft the same as practiced on engines with previous malleable iron brackets.

Oversize Engines: Occasional engines are assembled at the factory that are fitted with .010" oversize pistons. These engines are identified by a dash (—) following the engine number.

Radiator Core Removal: Not necessary to remove radiator shell and grille assembly. Remove top hood section, water pump and fan assembly, and screws holding core in anchor band.

Water Pump Lubrication: First type water pumps having plain bearings are lubricated through oil cup at top of pump body. Recommended lubricant is No. 10W engine oil. Lubricate at 1000 mi. intervals. Heavy oils should not be used as they will not feed through pump bushings and lubricate shaft. Pump packing self-adjusting type. Late type pump assemblies are ball bearing type. Bearing is sealed type and does not require lubrication service.

Cooling System Thermostat: Located in passage of cylinder head water outlet. Thermostat valve starts to open at temperature of from 148° to 153°, and is fully open at 170°.

Fuel Pump Pressure: Pressure taken at carburetor. Series 40, 2 1/3 to 3 1/2 lbs. Series 60, 80, 90, 3 to 4 1/2 lbs.

Clutch Pedal Pressure: On Series 40, pressure required to depress pedal to floor board should not exceed 35 lbs.; on Series 60, 80, 90, pressure should not exceed 28 lbs. Check for dry clutch release linkage in cases of high pedal pressure.

Axle Shafts: Right side axle shaft is 3/4" longer than left side shaft on Series 40 rear axle. Right side shaft of Series 60, 80, 90 is 15/16" longer than left side shaft.

Brake Cylinders: Front and rear wheel brake assembly wheel cylinders are of different bore size. Series 40 and 60 front brake piston size, 1 3/32"; rear brake piston size, 1". Series 80 and 90 front brake piston size, 1 1/4"; rear brake piston size, 1 3/16".

Rear Coil Spring Dimension: To insure proper rear shock absorber action, trim dimension at rear spring should not exceed 14". Measurement should be made from lower spring pad to upper spring pad with car at curb weight with full gasoline tank. Trim dimension in excess of 14" may result in damage to shock absorber on rebound stroke.

Springs on all model cars are interchangeable and in case trim dimension of spring is less than 14", it is recommended that spring from heavier model car be installed. However, in any case trim dimension should not exceed 14" with car at curb weight.

Rear Spring Installation: Rear springs are attached to frame and rear axle by a cup and bolt which anchors the end coils. Upper bolts have right-hand threads, and lower bolts have left-hand threads. Rubberized spacers are used to insulate spring from frame at upper end.

To remove spring from chassis, it is necessary to disconnect lower end of shock absorber from axle bracket, so that rear of car can be raised. With spring distended, wrench can be applied to upper and lower retaining bolts.

To Assemble Propeller Shaft to Axle Housing: When assembling propeller shaft to third member housing, tap outer race of the roller bearing forward. Outer race should seat against the collar, which locks against the double row ball bearing on Series 80 and 90, and against a shoulder in carrier on Series 40 and 60. This precaution is important, as there is possibility of bearing rollers binding the spacer between roller bearing and pinion teeth.

To Remove Rear Axle: Locate car under hoist. Remove front floor mat and cover over transmission. Raise car high enough for working clearance beneath. Disconnect parking brake at equalizer and remove cable conduit from lower side of torque tube. This is necessary, as otherwise conduit will be bent when torque tube is disconnected from universal ball joint. Disconnect hydraulic brake line at rear end of torque tube rubber hose connection. Disconnect rear shock absorbers at lower end. Disconnect rear radius rod at frame end. Disconnect rear coil springs at lower end. Tie lower end of springs to bumper to hold clear of brake lines, etc. Disconnect front end of torque tube from universal joint. Raise rear of car high enough to clear, and push axle assembly to rear.

JIM FULLER #320..1938 60C....

Dear Dave,

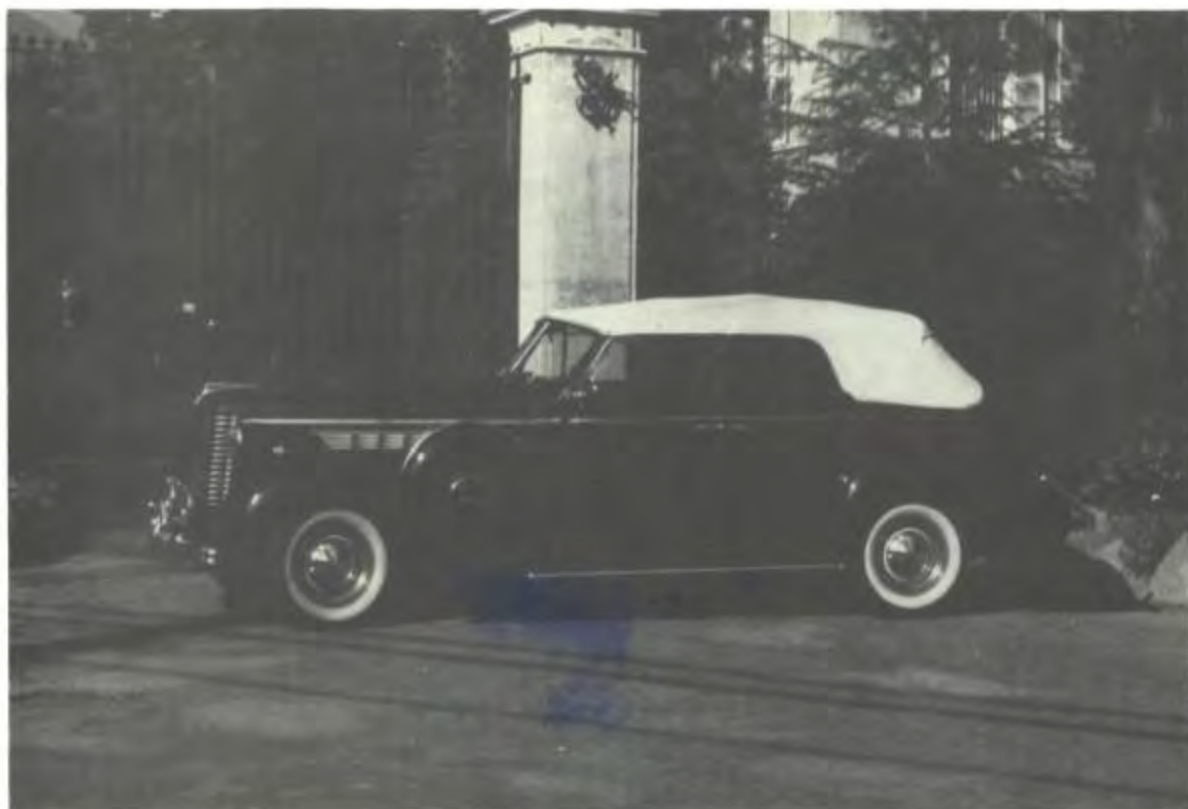
I thought I would drop you a line about my 1938 Buick Century 60-C Phaeton. It all started one saturday afternoon when I had my 1938 80-C Roadmaster Phaeton out in the driveway working on it. A teenage kid came riding by, and stopped, when he saw my car. He said thats a nice car mister, but there is a better one just like it, on a estate, about two blocks down the road. He noticed the car while he was doing gardening work on the estate, in one of the garages. A few days later, after thinking about it, I called the owner, and had a nice conversation with him. After several phone conversations, the owner of the 60-C promised to show his car to me. After a nice visit, the usual question came up. "Would you consider selling!". He then told me that it had belonged to his father-in-law, who purchased it new. The mileage was only 36,000 and was original. Well, two visits later, he agreed to sell it to me at a very reasonable price, as long as I would take good care of it. I have since put a few thousand miles on it, and found it to be like a new car, rattle free. It's one of the fastest and most original Buicks I have ever owned.

Jim Fuller #320

Dear Jim,

Thanks for the super story,photographs and copies of all the original papers you got with the car. The photos and literature are on the following pages for the members to enjoy. Thanks..

Dave



1937 Buick 1938

A MEMBER SUPPORTED
NATIONAL BUICK CLUB

PROUD 1938 OWNER

Jim Fullers 1938 60-C Century Convertible...WHAT A BEAUTY!!!



TECHNICAL

ORIGINAL PAPERS THAT WERE WITH JIM FULLERS 1938 60-C



BUICK MOTOR DIVISION GENERAL MOTORS SALES CORPORATION FLINT, MICH.

OFFICE OF
VICE PRESIDENT AND GENERAL SALES MANAGER

April 1, 1938

Mr. C. E. Sovine
2616 Orella St.
Santa Barbara, Calif.

Dear Mr. Sovine:

It was a pleasure to recently learn that you had purchased a new 1938 Buick. We appreciate the confidence in Buick shown by your choice, and hope that in the time you have had the car it has more than lived up to your expectations.

I know you want to get the most out of this car, and for that reason, I would like to call your attention to the reference book, "YOUR NEW BUICK", which you should have received with it. This book differs from the usual manual, in that, while it is a complete description of Buick, we have made every effort to keep it from being too technical.

You will find on reading through it that it contains many helpful suggestions, that it clearly explains the many new features of the 1938 Buick, and that it calls to mind many of the "little things" about the care of a car that we are all likely to forget at times, but which add up to so much in the end. I hope you will take time to go through this book rather carefully in the near future. If by any chance the book was not received with the car, your dealer can provide you with a copy.

We are anxious to keep in as close touch with Buick owners as possible, and if you have any suggestions or criticisms with regard to our product we shall certainly appreciate any comments you care to give us.

Thank you again for selecting a Buick -- may it mean to you many pleasant miles of automobile travel at its most modern best!

Sincerely yours,

W. F. Bufstader
W. F. Bufstader
General Sales Manager

WFH:vc
att.

NOTICE

Your new Buick is equipped with a DELCO battery, which is guaranteed for 90 days.

In addition to the Standard Guarantee (90 days) you have the privilege of registering your Delco battery and obtaining an Adjustment Policy Certificate which offers you protection for 21 months or 21,000 miles.

To obtain the Adjustment Policy Certificate, it is necessary to have your battery registered by a Delco Battery Dealer, who will at time of registration test your battery and determine that it is in good condition.

Your Buick Dealer will gladly give you complete information regarding the DELCO BATTERY STANDARD GUARANTEE AND ADJUSTMENT POLICY.

For long battery life and efficiency, have it checked frequently by your Buick Dealer or Delco Battery Service Station.



The Quality Battery
Standard Equipment on All G.M. Cars

THIS BOOKLET

THE CARE AND CLEANING OF
AUTOMOBILE UPHOLSTERY

IS

DISTRIBUTED BY

FISHER BODY DIVISION
GENERAL MOTORS CORPORATION



Technical data prepared by

WILLIAMS & AIKMAN CORPORATION

*Manufacturers of Ca-Vel Mohair
Velvet and other Upholstery Fabrics*

200 Madison Avenue, New York City

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TECHNICAL

ORIGINAL PAPERS THAT WERE WITH JIM FULLERS 1938 60-C

Buick

A Product of General Motors Corporation

» «

OWNER SERVICE POLICY

Owner's Name

C.E. or B.E. Savine

Serial Number

2-3305618

Engine Number

43495563

Delivery Date

1-20-38

Policy Issued By

Vincent E. Wood

Santa Barbara, Calif.

AUTHORIZED BUICK DEALER

Maintenance Suggestions

Buick Dealers in providing this Owner Policy acknowledge responsibility to Buick Owners for their continued satisfaction.

Owners in turn may further increase this satisfaction by accepting the following recommendations:

1. Have all service contacts with Authorized Buick Service Stations to insure experienced, conscientious service and the use of Genuine Buick parts when needed.
2. Have safety inspection made at regular intervals. (Brakes, lights, steering, horn and windshield wiper.)
3. Follow recommendations for lubrication. See Owner Manual and Lubrication Chart.
4. Keep tires properly inflated. See Owner Manual.
5. Check fluid level in battery at least every week in Summer and every two weeks in Winter.
6. Keep radiator filled at all times. Provide proper anti-freeze solution during Winter months.
7. Follow factory recommendations for operating speeds when the car is new.

However generous an Owner Service Policy may be, its ultimate value depends upon the dealer organization behind it. This policy is backed up by a nationwide Buick service organization. They are fully prepared to service your car and assure your satisfaction. Wherever you are, just look in the classified pages of the telephone directory under Buick for the nearest dealer.

TECHNICAL STORY BY..AL KINDBERG #337..

MEMBERS..AL wrote me this story in April in response to the article on Pin Striping Wheels. For one reason or another this is the first chance I have had to get it in the Newsletter. Sorry Al...In the meantime I have had to Stripe eight wheels for my Customers cars and used the exact same system Al has written about and it works Super..

Dave

AL's Letter.....

Dear Dave,

I have plenty to do on my '37 (Series 44), but, I thought I would make Striping my wheels the next project. At the time, I didn't know the spacing or such, But I sent away for a "Wheel Type Tool" anyway. Believe it or not, my tool and the latest "Bulletin" arrived in the mail the same day. When I saw Brother Patterson's Pinstripe Reference, I damn near went into shock from appreciation.

Then I read your article and experience with a wheel tool, so I purchased some 1/16" and 1/8" wide masking tape. I had to cheat, and go with a plus or minus 1/64 on his dimensions. After approx. 2 hours of masking and five seconds of painting, I had stripes on one wheel, not perfect, but very pleasing. Now I hope '37 & '38 stripes are the same or close. It would be nice if someone could make up a "Masking Tape" template, that you could just stick down and paint.

Al Kindberg #337

SEE NEXT PAGE FOR DETAILS.....

DEAR AL....I have a little trick that I've learned while Striping the eight wheels I just completed that will make the job a tiny bit easier and give super results...

Start your outer strip of tape using 1/8" Standard Masking Tape. It is easier to make the curve with than the "Fine Line" Masking Tape and is thicker, which gives you a good "Shoulder" to continue on with...Next use the "Fine Line" Masking tape for all the rest of your striping per Al's drawing. The Fine Line Tape gives a super Sharp Edge. The trick is the Starting point. If you don't start with a good circle. all the rest of the Stripes are off too. I started at the outside and worked towards the center. I started the project by first Sandblasting the wheels super Clean...Secondly I put enough coats of "Feather Fill" on the wheel to remove rust pits. DO NOT APPLY HEAVILY TO THE AREAS WHERE THE TRIM RINGS FASTEN OR BENITH THE HUB CAP..These wheels flex easily and the feather fill will crack. There is no sence building up material under an area that will be covered. Just concentrate on the areas you can see, such as the outer edge and the area of the Stripes. Finish sand with a good Primer, filler product like Dupont 30S. I then used "Duponts", Centari Enamel, With Gloss Hardner. This gives you a super finish, without getting into "Rubbing", which is almost impossible to do on a wheel. After you have completed the Taping your ready to paint stripes. For the Stripes I again used Centari, with Hardner for the Stripes. Put from two to three VERY LIGHT COATS on, just enough to cover and shine. OOPS...I forgot..Just before you paint the stripes...Use a "Scuff Pad", to remove the shine from the area you are painting. Go slowly and you will not hart the completed tape work...Now back to the two or three light coats (I used three). IMMEDIATELY AFTER YOU SHOOT THE LAST COAT....PULL THE TAPE.. This will give you a super edge. If you let the paint set up you will have trouble....I did two wheels at a time so as not to have the paint setting up too fast. Like Al said..It's about two hours of taping and five seconds of painting, per wheel...But the results are worth it..And last, but not least.. be sure to tape the wheel good to avoid oversprays

Dave

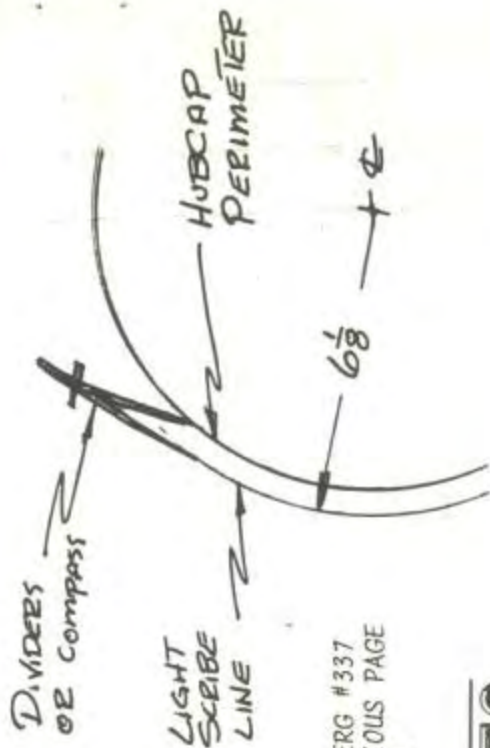
THIS IS A VERY TIME CONSUMING WAY OF STRIPING & TAKES A LOT OF PATIENCE TO KEEP GOOD CIRCLES. BUT I HAD PLEASING RESULTS.

I GOT A $\frac{1}{8}$ " WIDE STRIPE & $\frac{1}{8}$ " SPACING. MR. PATTERSON REF. GAVE $\frac{7}{64}$ & $\frac{9}{64}$. SO I HAD A $\pm \frac{1}{64}$

al

PINSTRIPING...BY AL KINDBERG #337
SEE TECHNICAL ARTICLE PREVIOUS PAGE
FOR DETAILS ON THIS METHOD.

1937 Buick 1936



AFTER MASKING
REMOVE THE TWO
 $\frac{1}{16}$ SPACERS AND
CENTER $\frac{1}{8}$ SPACER
FOR SPRAYING

MASKING TAPE
AND PAPER
TO COVER FOR
OVER SPRAY

$\frac{1}{16}$ WIDE
TAPE
SPACERS

FOLLOW INSIDE
OF SCRIBE LINE
WITH $\frac{1}{8}$ TAPE
(EASIER TO HANDLE
THAN WIDER TAPE)

$\frac{1}{8}$ TAPE
SPACERS

SCRIBE A VERY
LIGHT LINE
WITH COMPASS
OR EQUAL TOOL

$6 \frac{1}{8}$ R.

CUT HERE



A MEMBER SUPPORTED

NATIONAL BUICK CLUB

NEW MEMBERS

Below is the current Listings of New Members and Renewals from Last Year...Please Add To your 1983 Rositer...

Michael Nolte #366
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